SUMMARY OF POTENTIAL IMPACTS ON SECTION 4(F) AND 6(F) RESOURCES

APPENDIX 3.16-A SUMMARY OF POTENTIAL IMPACTS ON SECTION 4(F) AND 6(F) RESOURCES

The tables in this appendix summarize potential impacts on Section 4(f) and 6(f) resources by region. For the following tables, H indicates a high impact, M indicates a medium impact, and L indicates a low impact.

Table 3.16-A-1
Bay Area To Merced Region
Summary of Potential Impacts on Section 4(f) and 6(f) Resources

Alternative	Section 4(f) Parks/Recreational Resources	Section 6(f) Water Conservation Fund Properties	Known Historical Resources within 500 Feet of Centerline and Overall Ranking of Segment
SF/Oakland to San Jose	MODAL ALT	EKNATIVE	
	22 11 5 M 44 I	NI	
US-101	22 H, 5 M, 11 L	None	M
1-880	11 H, 7 M, 8 L	None	M
SR-152	1 H	None	None
1-80	4 H, 3 M, 13 L	1 H	M
I-580	4 H, 4 L	None	M
Bridges	None	None	M
Airports	None	None	M
San Jose to Merced			
US-101 & SR-52	None	None	L
Bridges (includes bridge structures such as overpasses, interchanges, etc.)	None	None	L
Airports	42 H, 15 M, 36 L	1 H	None
HIGH-SPEED TRAIN ALTERNATIVE			
San Francisco to San Jose			
Alignments	23 M, 8 L	1 L	Н
Stations			
Transbay Terminal	in tunnel	in tunnel	In tunnel
4th and King	in tunnel	in tunnel	In tunnel
Millbrae	None	None	None
Redwood City	None	None	None
Palo Alto	1 M, 1 L	None	None
Santa Clara	1 L	None	None



Alternative	Section 4(f) Parks/Recreational Resources	Section 6(f) Water Conservation Fund Properties	Known Historical Resources within 500 Feet of Centerline and Overall Ranking of Segment		
San Jose to Oakland		1			
Alignments	None	None	Н		
Hayward/I-880	6 H, 6 M, 5 L	1 H, 1 L	Н		
Hayward/Niles/Mulford	3 H, 12 M, 10 L	1 H, 1 L	None		
Stations					
West Oakland	in tunnel	in tunnel	None		
12th St/City Center	in tunnel	in tunnel	None		
Coliseum Bart Station	2 L	None	None		
Union City	None	None	None		
Fremont(AutoMall Pkway)	None	None	None		
San Jose to Merced	San Jose to Merced				
Alignments					
CalTrain/Gilroy Bypass/Pacheco Pass	5 M, 14 L	1 L	Н		
Caltrain/Gilroy Pacheco Pass	5 M, 12 L	1 L	Н		
Northern Tunnel Option	4 L	None	L		
Tunnel Under Park Option	4 L	None	L		
Minimize Tunnel Option	1 H, 4 L	None	L		
Stations					
San Jose (Diridon)	None	None	Н		
Morgan Hill	None	None	None		
Gilroy	None	None	Н		
Los Banos	None	None	None		



Table 3.16-A-2 Sacramento to Bakersfield Region Summary of Potential Impacts on Section 4(F) And 6(F) Resources

	Section 4(f) Parks/Recreational Resources	Section 6(f) Water Conservation Fund Properties	Known Historical Resources within 500 Feet of Centerline
	MODAL ALTERN	ATIVE	
Highways			
Sacramento to Stockton Corrido	or		
I-5: widen 2 lanes	9 H, 1 M, 4 L	2 H	M
SR-99: widen 2 lanes	6 H, 6 M, 3 L	1 M, 1 L	Н
Stockton to Modesto Corridor			
I-5: widen 2 lanes	1 H	None	L
SR-99: widen 2 lanes	1 M, 4 L	None	L/M
Modesto to Merced Corridor			
I-5: widen 2 lanes	None	None	L
SR-99: widen 2 lanes	1 L	None	Н
Merced to Fresno Corridor			
I-5: widen 2 lanes	None	None	L
SR-99: widen 2 lanes	2 H, 1 L	None	M/H
Fresno to Tulare Corridor			
I-5: widen 2 lanes	None	None	L
SR-99: widen 2 lanes	1 H, 1 M	None	L
Tulare to Bakersfield Corridor			
I-5: widen 2 lanes	None	None	L
SR-99: widen 2 lanes	2 H, 2 M	None	L
	HIGH-SPEED TRAIN A	LTERNATIVE	
Sacramento to Stockton			
UPRR and BNSF (A1-A8)	7 H, 16 M, 9 L	1 L	L/H
Stations & Maintenance Facilities			
Sacramento Downtown Depot	1 H	None	Н
Power Inn Road Station (BNSF Option)	None	None	L
Power Inn Road Station (UPRR Option)	None	None	L
Stockton Ace Downtown Station	2 H	None	Н
Sacramento Maintenance Facility (BNSF Option)	None	None	Н
Sacramento Maintenance Facility (UPRR Option)	None	None	Н





	Section 4(f) Parks/Recreational Resources	Section 6(f) Water Conservation Fund Properties	Known Historical Resources within 500 Feet of Centerline
Stockton to Modesto		•	
UPRR (B1)	1 H, 1 M, 4 L	1 H	M
BNSF (B2)	2 H, 2 M, 1 L	1 H	L
Stations			
Modesto Downtown Station	1 M	None	Н
Modesto Briggsmore Station	None	None	L
Modesto to Merced			
UPRR (C1-C4, C9-C10)	3 H	None	M/H
BNSF (C5-C6, C11-C16)	2 M, 2 L	None	M/H
Stations			
Merced Downtown Station	1 M	None	M/H
Merced Municipal Airport Station	None	None	M/H
Castle Air Force Base Station	None	None	M/H
Merced to Fresno			
BNSF and UP (D1-D8)	3 L	1 M	L/M
Stations			
Fresno Downtown Station	None	None	Н
Fresno to Tulare			
UPRR (E1)	2 M, 2 L	1 H	M/H
BNSF (E2)	3 L	1 M	L/M
Stations			
Visalia Airport Station	None	None	L
Hanford Station	None	None	M/H
Tulare to Bakersfield			
UPRR (F1-F10, F13-F22)	3 H, 1 M, 1 L	None	M
BNSF (F11-F12, F23-F24)	2 H, 1 L	None	M
Stations and Maintenance Facilities			
Bakersfield Airport Station	None	None	M
Golden State Station	2 M	None	M
Truxton (Union Avenue) Station	None	None	M
Truxton (Amtrak) Station	None	None	M
Main Maintenance Facility (BNSF Option)	None	None	M
Main Maintenance Facility (UPRR Option)	None	None	M



Table 3.16-A-3

Bakersfield to Los Angeles Region

Summary of Potential Impacts on Section 4(F) and 6(F) Resources

Summary of Potential Impacts on Section 4(F) and 6(F) Resources				
	Section 4(f) Parks/Recreational Resources	Section 6(f) Water Conservation Fund Properties	Known Historical Resources within 500 Feet of Centerline	
	MODAL ALTERNA	TIVE		
Highways				
I-5: SR-99 to SR-14 (widen 2 lanes)	5 H, 1 M	1 M	Н	
I-5: SR-14 to I-405 (double- deck 4 lanes)	None	None	М	
I-5: I-405 to Burbank (widen 4 lanes)	4 M, 3 L	1 H	М	
I-5: Burbank to LAUS (widen 4 lanes)	1 H, 3 M, 1 L	2 H	Н	
SR-58/14: SR-99 to Palmdale (no widening)	1 M, 1 L	None	M	
SR-14: Palmdale to I-5 (widen 2 lanes)	1 H, 2 M, 2 L	None	М	
Airports				
Burbank (9.9 additional MAP, 19 new gates, 1 new runway, 1 new access)	1 H	None	Н	
	HIGH-SPEED TRAIN ALT	TERNATIVE		
Bakersfield to Los Angeles				
Alignments				
Wheeler Ridge Corridor	3 H, 1 L	None	Н	
Union Avenue Corridor	1 M, 1 L	None	Н	
I-5: Tehachapi Crossing	5 H, 1 M	1 M	Н	
SR-58 Corridor	None	None	М	
Antelope Valley Corridor	1 L	None	M	
Soledad Canyon Corridor	1 M, 1 L	None	M	
Metrolink/UPRR: Sylmar Station North	None	None	M	
Metrolink/UPRR: Sylmar Station to Burbank Airport	None	None	M	
Burbank Airport to Downtown Burbank	None	None	Н	
Metrolink/UPRR: Glendale	1 M, 1 L	None	Н	
Metrolink/UPRR: Downtown Burbank to LAUS (over and under I-5 and SR-110)	1 L	None	н	
Metrolink/UPRR: Downtown Burbank to LAUS (over I-5 and SR-110, south section)	1 H, 1 M	1 M	Н	



	Section 4(f) Parks/Recreational Resources	Section 6(f) Water Conservation Fund Properties	Known Historical Resources within 500 Feet of Centerline
Metrolink/UPRR: Downtown Burbank to LAUS (under I-5 and SR-110, south section)	2 H	1 M	Н
I-5: Glendale	2 H, 1 M	1 H	M
I-5: Downtown Burbank to LAUS Station (cut and cover at Silver Lake)	None	1 H	Н
I-5: Downtown Burbank to LAUS (aerial at Silver Lake)	None	1 H	М
LAUS East Bank: North	1 H	None	Н
LAUS Existing: East	None	None	Н
LAUS Existing: South	None	None	Н
East Connection	1 H	None	Н
South Connection	None	None	Н
Stations (including station approach	tracks)		
Palmdale Station Siding	1 H	None	L
Metrolink/UPRR: Sylmar Station Siding	2 H	None	Н
Burbank Airport Station Siding	1 M	None	Н
Burbank Downtown Station Siding (Metrolink/UPRR)	1 H, 2 L	None	Н
Burbank Downtown Station Siding (south side of I-5 link)	1 H, 1 L	None	Н
LAUS Existing Station Siding	1 H	None	Н
LAUS South Station Siding	None	None	Н
LAUS East Bank Station Siding	1 L	None	Н
Downtown LA Maintenance Yard	1 H, 1 L	None	Н



Table 3.16-A-4
Los Angeles to San Diego via Inland Empire Region
Summary of Potential Impacts on Section 4(F) and 6(F) Resources

	Section 4(f) Parks/Recreational Resources	Section 6(f) Water Conservation Fund Properties	Known Historical Resources within 500 Feet of Centerline	
	MODAL ALT	TERNATIVE		
Union Station/March ARB	18 H, 16 M, 12 L	None	M	
March ARB/Mira Mesa	13 H, 16 M, 10 L	None	M	
Mira Mesa/San Diego	11 H, 7 M, 12 L	None	M	
	HIGH-SPEED TRA	IN ALTERNATIVE		
Segment 1A				
Segment 1A1: From Union S	Station to Pomona			
1A1 UP Colton Alignment	3 H, 11 M, 15 L	1 H	M	
Segment 1A2: From Pomona	a to Ontario, Beginning of Ali	gnment 1C		
1A2 UP Colton Alignment	1 M	None	M	
Segment 1A3: Ontario, Fron	n Beginning of Alignment 1C,	to Colton, End of 1C; but on	the 1A Alignment	
1A3 UP Colton Alignment	1 M, 1 L	None	L	
Segment 1A4: Colton, From	End of 1C, to March Air Rese	erve Base		
1A4 I-15 to March ARB	3 H, 3 L	None	L	
Stations				
El Monte	None	None	L	
Pomona	1 H	None	L	
Ontario	None	None	L	
Colton	1 L	None	L	
UCR	1 L	None	L	
March ARB	1 H	None	L	
Segment 1B				
Segment 1B: From Union St	ation to Pomona			
1B1 UPRR Riverside Alignment	6 H, 2 M, 6 L	None	L	
Stations				
South El Monte	None	None	L	
City of Industry	None	None	L	
Segment 1C				
Segment 1C: Ontario, From Beginning of 1C, to Colton, End of 1C				
1C1 San Bernardino Alignment	2 H, 2 M, 7 L	None	М	
Stations				
San Bernardino	None	None	L	



	Section 4(f) Parks/Recreational Resources	Section 6(f) Water Conservation Fund Properties	Known Historical Resources within 500 Feet of Centerline
Segment 2A			
Segment 2A1: From March	AFB to Escondido, Beginning	of Alignment 2B	
2A1 I-15 Alignment to Mira Mesa	5 H, 8 M, 6 L	None	M
Stations			
Temecula	1 H	None	L
Escondido	1 L	None	L
Mira Mesa	None	None	L
Segment 2A2: Within Escon	ndido, Beginning of 2B to End	of 2B	
2A2 I-15 via Escondido	1 H	None	L
Segment 2A3: From Escond	lido, End of 2B, to Mira Mesa		•
2A3 I-15 via Escondido	9 H, 2 M, 3 L	None	L
Segment 2B			1
Segment 2B1: Within Escon	idido, Beginning of 2B to End	of 2B	
2B1 I-15 via Escondido Transit Center	2 H, 2 M, 1 L	None	L
Stations			
Escondido Transit Center	None	None	L
Segment 3A			1
Segment 3A1: From Mira M	esa to Qualcomm Station		
3A1	9 H, 6 M, 16 L	None	L
Stations			1
Qualcomm	None	None	L
Segment 3B			1
Segment 3B1: From Mira M	esa to End of Alignment 3C, v	via Carroll Canyon	
3B1 LOSSAN Corridor via Carroll Canyon	2 H	None	L
	ent 3C to Downtown San Die	go	
3B2 LOSSAN Corridor	3 H, 10 M, 5 L	None	M
Stations			
Transit Center	1 H	None	L
San Diego International Airport	1 L	None	L
Downtown San Diego	None	None	L
Segment 3C			•
	esa to End of 3C, South of Ca	rroll Canyon	
3C1	2 H	None	L



Table 3.16-A-5
Los Angeles to San Diego via Orange County Region
Summary of Potential Impacts on Section 4(F) and 6(F) Resources

	Section 4(f)	Section 6(f) Water	Known Historical
	Parks/Recreational Resources	Conservation Fund Properties	Resources within 500 Feet of Centerline
	MODAL A	LTERNATIVE	
LAX to Union Station	None	None	None
Union Station to Irvine	5 H, 4 M, 13 L	1 H, 1 L	Н
Irvine to Oceanside	6 H, 4 M, 5 L	1 M	M
Oceanside to San Diego	7 H, 5 M, 13 L	1 H	M
Long Beach Airport	None	None	L
	HIGH-SPEED TI	RAIN ALTERNATIVE	
High-Speed Rail			
LAX to Union Station	2 H, 3 L	None	Н
Stations			
LAX	1 L	None	M
Union Station to Irvine			
Union Station To Anaheim Station via UPRR	3 H, 3 M, 3 L	None	Н
Stations			
Norwalk	1 H	None	M
Anaheim	None	None	M
Union Station To Irvine Station via LOSSAN	5 H, 5 M, 5 L	1 L	Н
Stations			
Norwalk	1 H	None	L
Fullerton	1 M	None	M
Anaheim	None	None	M
Santa Ana	1 M	None	M
Irvine	1 H	None	M
Conventional Rail (LOS	SAN) & Station Options		
Union Station to Irvine			
Alignments			
Higher Level Infrastructure Improvements	7 H, 5 M, 5 L	1 L	Н
Lower Level Infrastructure Improvements	7 H, 5 M, 5 L	1 L	Н
Stations			
Fullerton	1 M	None	M
Anaheim	None	None	M



	Section 4(f) Parks/Recreational Resources	Section 6(f) Water Conservation Fund Properties	Known Historical Resources within 500 Feet of Centerline		
Santa Ana	1 M	None	M		
Irvine	1 H	None	M		
Irvine to Oceanside					
Alignments					
Higher Level Infrastructure Improvements	8 H, 3 M, 3 L	2 H	М		
Lower Level Infrastructure Improvements	9 H, 3 M, 2 L	2 H	Н		
Stations					
San Juan Capistrano (Lower Level Improvements Only)	None	None	Н		
San Clemente	None	None	Н		
Oceanside to San Diego					
Alignments					
Higher Level Infrastructure Improvements	12 H, 5 M, 9 L	2 H	М		
Lower Level Infrastructure Improvements	14 H, 6 M, 8 L	1 H, 1 M	Н		
Stations					
Oceanside	3 M	None	M		
Solana Beach	None	None	M		
UTC (Higher Level Improvements Only)	1 H, 1 L	None	L		
Santa Fe Depot	1 M, 1 L	None	Н		

